THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRIR. VELU): (a) and (b) Ministry of Railways has posed High Speed Rail Link Project between Mumbai—Ahmedabad under Development Study Programme of Japanese Technical Cooperation Programme for the year 2005-06, through the Ministry of Finance. Government have subsequently communicated to Japanese authorities that the feasibility study on the project may not be taken in view of the change of priority of the project.

Modernisation of Infrastructure

4010. SHRI B.J. PANDA:
SHRI SUDARSHAN AKARAPU:
SHRI KRIPAL PARMAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways propose to take up modernization of infrastructure to put Railways on high-tech track;

(b) if so, details of the project with outlay involved; and

(c) the safety-related action plan to control rail accidents and enhance safety and security of the passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) The details of the different segments of Integrated Railway Modernisation Plan (IRMP) and the outlays involved are as under

(Rs. in Crores)

Sl. No	item	Anticipated Cost	Physical Progress and Funds Required			
			2005-06	2006-07	2007-08	2008-09 2009-2010
1.	Passenger Business Segment	5736.80	972.80	11198.40	1398.20	1235.20 932.20
2.	Freight Business Segment	5213.00	970.80	1030.80	1076.80	1067.80 1066.80
3.	Other Modernisation Initiatives	12995.43	3176.52	3915.77	2348.64	1718.60 1835.90

(c) A "Corporate Safety Plan" of Indian Railway for the period 2003-2013 has been formulated and presented to both the Houses of Parliament on 19th August, 2003. The Corporate Safety Plan states the objectives, targets and strategies for which the Indian Railways would be striving in the next decade and envisages an action plan involving total investment of Rs 31.835 Crore for safety related works during the ten year period.

Some of the salient features of this Plan are:—

i. Aim to reduce overall consequential train accidents per million train kilometers from 0.44 in 2002-03 to 0.17 in 2012.13.

ii. Targeting elimination of collisions by extensive use of Anti-Collision Device (ACD) and other measures.

iii. 60% reduction in derailments.

iv. Reduction in fire accidents and consequent fatalities by 80% by adoption of fireproof coaches and use of fire retardant materials in the existing coaches.

v Containing the rising trend in level crossing accidents.

vi. Aiming at reduction in fatalities in case of serious accidents by use of Crash Worthy Coaches and tight lock couplers with anti-climbing features.

vii. Reduction in accidents attributable to human failure by 40%

Security:— Railways Protection Force personnel have been entrusted the responsibility of escorting the passenger trains and security of passenger areas in terms of amendments to the Railways Protection Force Act, 1957 and the Railways Act, 1989. On an average, 1288 escorting parties have been escorting passenger train every day. Approximately, 3431 staff are being deployed for access control and passenger area security.

Re-development of goods-sheds by private sector

4011. SHRI B. K. HARIPRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the railways propose to invite bids for re-development of good-sheds by private sector into full- fledged warehouses;